

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4217.

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FRIDAY, APRIL 17, 1903.

五拜禮

號七十月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKYO, KOBÉ,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
HOMBAY, SHANGHAI,
TIENSIN, NEWCHANG,
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$15,500,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$5,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
G. Balloch, Esq.
Hon. C. W. Dickson, Esq.
E. Goetz, Esq.
G. H. Medhurst, Esq.
C. Michelau, Esq.
H. Schubart, Esq.
E. Schullim, Esq.
Hon. R. Sheehan, Esq.
N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 25th March, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....\$1,000,000
Paid up Capital.....\$324,374

HEAD OFFICE—HONGKONG.
Board of Directors—
Chan Kit Shan, Esq., C. Ewens, Esq.,
Chow Tung Shing, Esq., J. J. Lait, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL.....\$1,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:—
Berlin, Canton, Hankow,
Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.
Hongkong, 4th October, 1902. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.
Hongkong, 15th November, 1902. [17]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS CAPTAINS TO SAIL REMARKS
S'PORE, CAMBO, and BOMBAY} Peking C. R. Longden, R.N.R. About 18th April. Freight only.
SHANGHAI Bengt A. L. Valentini About 24th April. Freight or Passage.
LONDON, &c. Ballarat F. R. Summers Noon, 25th April. Freight or Passage.

* See Special Advertisement.
Via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.
Via SHANGHAI, MOJI and KOBÉ. (Passing through the Inland Sea).
(Calling at PENANG if sufficient inducement offers).

For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 14th April, 1903. [18]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.
* KIAUTSCHOU SAILING DATES.
WEDNESDAY, 29th April.
* BAYERN WEDNESDAY, 13th May.
* ZIETEN WEDNESDAY, 27th May.
* STUTTGART THURSDAY, 11th June.
* ROON THURSDAY, 25th June.
* PRUSSEN THURSDAY, 9th July.
* HAMBURG THURSDAY, 23rd July.
* PRINZ HEINRICH THURSDAY, 6th August.

* Steamers of the Hamburg-Amerika Linie.
† Calling at AMSTERDAM.

ON WEDNESDAY, the 29th day of April, 1903, at NOON, the Steamship "KIAUTSCHOU,"
of the HAMBURG-AMERIKA LINIE, Captain Behrens, with MAILED
PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at
NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 27th instant, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 28th instant, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 28th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 15th April, 1903. [19]

NOTICE!!!

Genuine FIRST HAND Pianos
BY THE FOLLOWING LEADING MANUFACTURERS
COLLARD & COLLARD
BROADWOOD
STEINWAY
DORNER
CHALLENGER.

CAN ONLY BE OBTAINED FROM
LANE, CRAWFORD & CO.,
Their SOLE AGENTS in Hongkong.

In consequence of the NUMEROUS FRAUDS practised on the Public by Makers of
COUNTERFEIT PIANOFORTES forging the names of the well known firm of COLLARD and
COLLARD upon them, the latter have adopted the precaution of supplying with each
Pianoforte a CERTIFICATE of AUTHENTICITY Signed by their firm, and it is earnestly
requested that purchasers to avoid imposition will before PURCHASING insist on its
production, and satisfy themselves that the number and description of the instrument
correspond with the particulars in the Certificate.

LANE, CRAWFORD & CO.
Hongkong, 18th March, 1903. [20]

THE CONNAUGHT HOUSE,

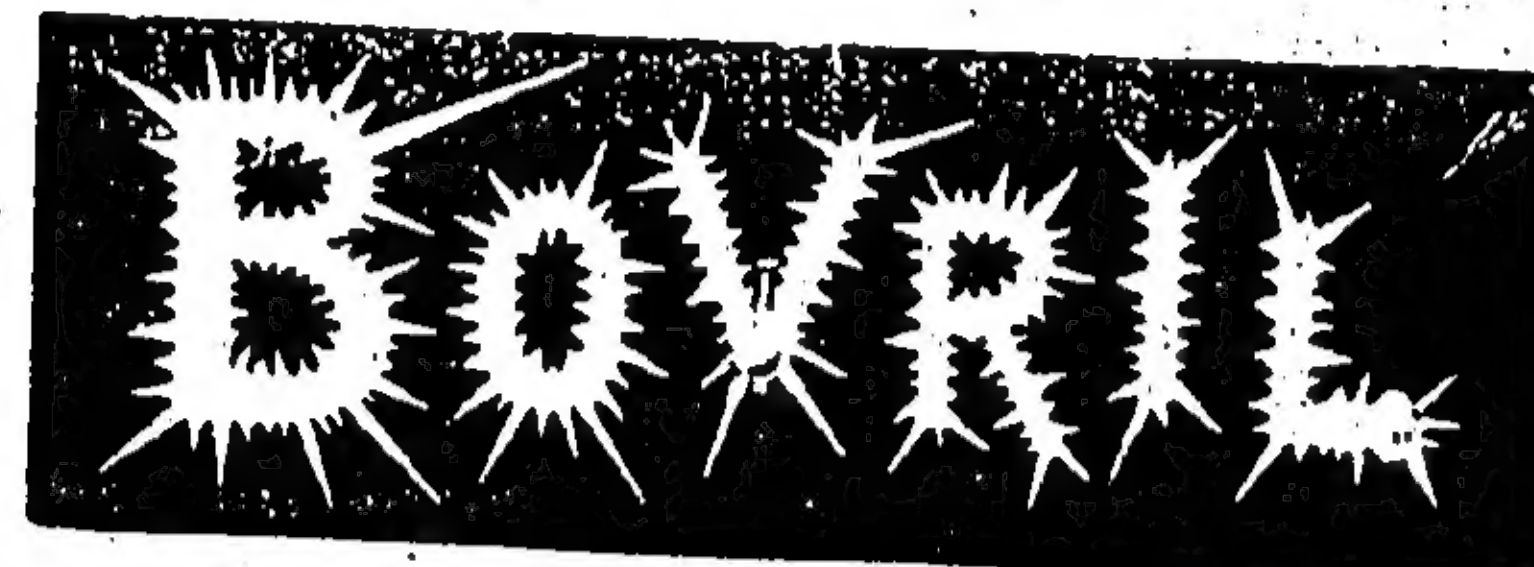
QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to
THE MANAGER.
Hongkong, 1st November, 1902. [21]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the Peak, near the Tram Terminus, Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1902. [22]

Intimations.

Bovril is a food-beverage agreeable
to the taste and of remarkable strengthening
and sustaining properties. It is an ideal
nourishment in cases of sickness and weak-
ness, and when from any cause ordinary
foods are not desirable.



JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Manpou,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.
K. INUZUKA, Manager, Hongkong

THE DISTILLERS Co., LIMITED.

GIN. WHISKY.
D. C. L.
Per Doz. - \$16.50
GIN. "OLD TOM"
"DRY"
Per Doz. - \$9.00

SOLE AGENTS:

H. PRICE & Co.,
12, Queen's Road.

Hongkong, 26th January, 1903. [23]

AQUARIUS

MINERAL WATER
SILENT WATER
TONIC WATER
GINGER ALE
LITHIA WATER
GINGER BEER (STONE BOTTLES).
All the Company's waters are manufactured from triple-distilled
water—nothing can be purer.
SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
16, Queen's Road.
Hongkong, 11th April, 1903. [24]

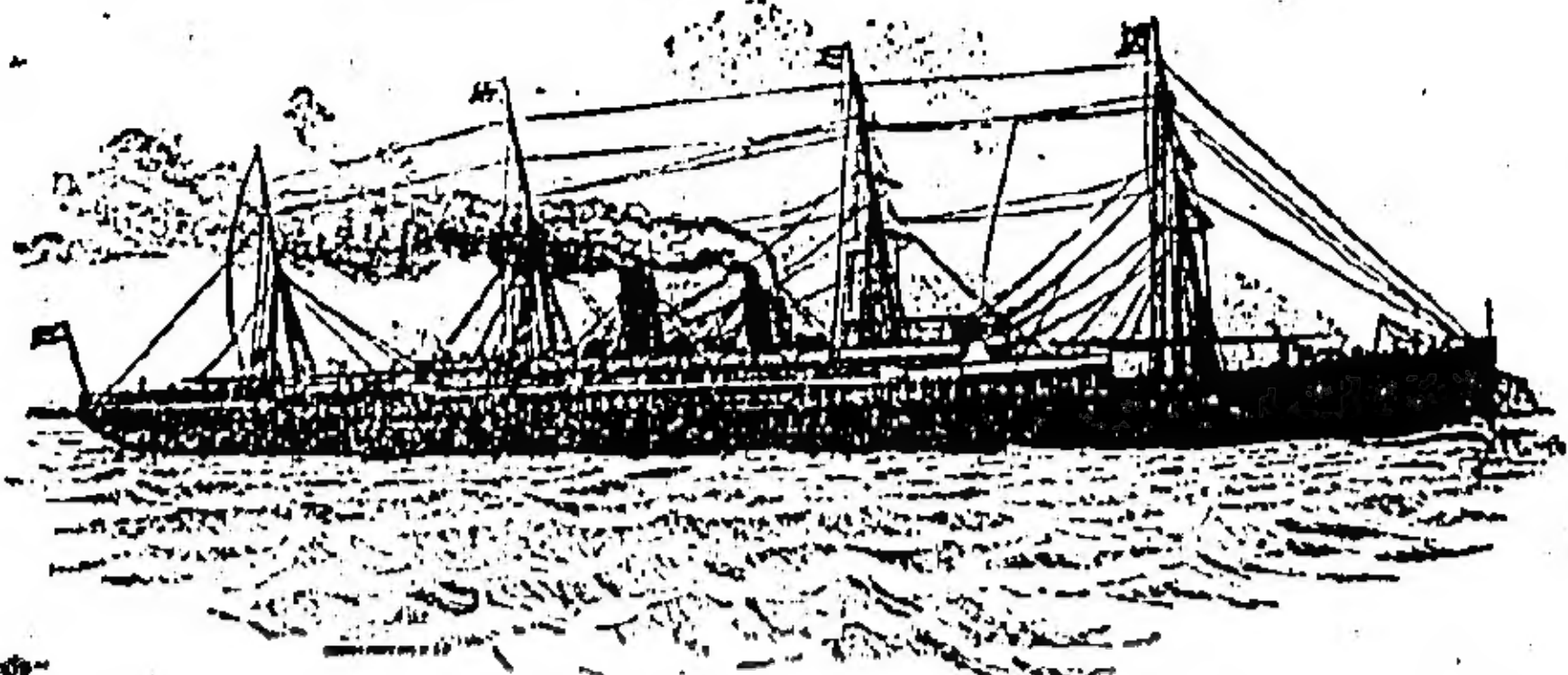
INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,
VIENNA,
THE INVENTORS OF INCANDESCENT
GAS LIGHT,
ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.
BEWARE OF INTERIOR IMITATIONS!
KRUSE & Co.,
CONNAUGHT HOUSE.

Hongkong, 11th April, 1903. [25]

Stalls.

U.S. MAIL LINES.



A. F. MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	SATURDAY, 18th April, at Noon.
"COPTIC"	SATURDAY, 25th April, at Noon.
"AMERICA MARU"	TUESDAY, 5th May, at Noon.
"KORBA"	WEDNESDAY, 13th May, at Noon.
"GABRIEL"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"JAPAN MARU"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100: Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 22nd April.
"TARTAR"	4,425 ".....	WEDNESDAY, 6th May.
"EMPRESS OF JAPAN"	6,000 ".....	WEDNESDAY, 13th May.
"ATHENIAN"	3,882 ".....	WEDNESDAY, 27th May.
"EMPRESS OF CHINA"	6,000 ".....	WEDNESDAY, 3rd June.
"EMPRESS OF INDIA"	6,000 ".....	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 ".....	WEDNESDAY, 15th July.
"TARTAR"	4,425 ".....	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 ".....	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 ".....	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 ".....	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHT-DAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA.....	HAVRE, BREMEN AND HAMBURG.	23rd April. Freight.
Schmidt.....	(Calling at SINGAPORE and PENANG.)	
SERBIA.....	HAVRE AND HAMBURG.	5th May. Freight.
Reibelmund.....	(Calling at SINGAPORE and COLOMBO.)	
SAXONIA.....	HAVRE AND HAMBURG.	19th May. Freight.
Reibner.....	(Calling at SINGAPORE and PENANG.)	
SEGOWIA.....	HAVRE AND HAMBURG.	2nd June. Freight.
Fork.....	(Calling at SINGAPORE and COLOMBO.)	
STRASSBURG.....	HAVRE AND HAMBURG.	16th June. Freight and Passengers.
Madsen.....	(Calling at SINGAPORE and PENANG.)	
SUEVIA.....	HAVRE AND HAMBURG.	30th June. Freight.
Nork.....	(Calling at SINGAPORE and COLOMBO.)	
NUBIA.....	NEW YORK VIA PORTS.	30th May. Freight.
von Hoff.....		

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 14th April, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN,"	2,361 tons.....	Captain H. D. Jones.
"POWAN,"	2,138 ".....	G. F. Morrison, R.N.R.
"FATSHAN,"	2,160 ".....	A. W. Dix.
"HANKOW,"	3,673 ".....	C. V. Lloyd.
"KINSHAN,"	2,860 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.....	Captain W. E. Clarke.
-------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,119 tons.....	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
CANTON-WUCHOW LINE.

S.S. "NANNING,"	561 tons.....	Captain R. D. Thomas.
"SINAM,"	388 ".....	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 11th April, 1903.

Intimations.

NOTICE.

STEAMERS AND LAUNCHES FOR SALE.

A FAST twin screw steamer, just completed. Length 155 feet, breadth 25 feet, and depth 11 feet.

A Steam Launch with condenser, length 59 feet.

A Steam Launch with condenser, length 29 feet.

A Steamer, in course of construction, length 140 feet, breadth 24 feet, depth 11 feet. Engines 14" x 30", 20" stroke.

For Particulars Apply to
A. RITCHIE,
39, Des Vaux Road, Central.
Hongkong, 11th April, 1903. [454e]

HONGKONG ICE COMPANY, LIMITED.

FROM 1ST MAY next, until further Notice, the Retail Price of Ice will be Two cents per pound. Rates for One Ton and Upwards, supplied to Shipping direct from the Works, will remain as formerly.

Cold Storage Rates on application.
WM. FARLANE,
Manager.
Hongkong, 11th April 1903. [455e]

WANTED.

A N EXPERT TYPEWRITER.

Apply to
"G,"
C/o The Hongkong Telegraph.
Hongkong, 15th April, 1903. [469e]

WANTED.

**INSTITUTION OF ENGINEERS AND
SHIPBUILDERS OF HONGKONG.**

Wanted a MANAGER for above Institution.
Apply to
HON. SECRETARY.
Hongkong, 20th March, 1903. [458e]

WANTED.

A TEACHER for St. JOSEPH'S COLLEGE.

Apply by Letter to
BRO. FRANCIS,
Director,
St. Joseph's College.
No. 2, Robinson Road,
Hongkong, 12th January, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

SOLE AGENTS for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
HONGKONG, 14th May, 1906. [48e]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & CO.,
Bank Buildings,
Hongkong, 21st March, 1903. [49e]

Intimations.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 14, Des Vaux Road, Victoria, on WEDNESDAY, the 29th April, 1903, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th April, to WEDNESDAY, the 29th April, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th April, 1903. [478e]

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Leadenhall Arcade, Victoria, Hongkong, on Wednesday the 8th day of April, 1903, the following Resolution was passed:—
"That the final CALL of FIFTY CENTS per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Call to be paid to the Company at their Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of May, 1903.
And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 9th day of May, 1903, at the rate of 5 per centum per annum, upon all Calls remaining unpaid after the said 9th day of May, 1903, up to the actual dates of payment of the same.
Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's Receipt for payment of the Call, together with the Certificate of the Shares, in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.
By Order of the Board of Directors,
W. KERFOOT HUGHES,
Secretary.
Hongkong, 9th April, 1903. [452e]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS OF TWENTY PER CENT upon Contributions for the year 1902 has been declared.

WARRANTS will be issued on the 1st May. By Order of the Board.
W. J. SAUNDERS,
Secretary.
Hongkong, 16th April, 1903. [486e]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out from Stonecutters' Island and Belcher's on the 21st and 22nd of April, 1903, at targets in a Westerly and South-Westerly direction from Stonecutters', and in a North-Westerly and Westerly direction from Belcher's.

Practice will commence at about 9.30 A.M. By Command,
F. H. MAY,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 16th April, 1903. [485e]

GESUCHT.

WIRD ein Deutscher als Verwalter für den deutschen Klub "Eintracht," Gehaltsbedingungen nach Vereinbarung.

VORSTAND, KLUB "EINTRACHT,"
Hongkong.
Hongkong, 15th April, 1903. [471e]

WAI YUNG PHOTOGRAPHER.

No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL STYLES, ENLARGEMENTS.

TERMS MODERATE.
Hongkong, 19th December, 1902. [1393d]

Intimations.

GO TO THE

KOWLOON HOTEL, KOWLOON.

R. F. DALY,
Manager.

J. W. OSBORNE,
Proprietor.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,
AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD & CO.

Hongkong, 20th November, 1901.

1256c

"BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA) MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.
The strictest supervision as to food and cleanliness is exercised by a European Manager.
Telegraphic Address: "BOA VISTA" 175d]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

VICTORIA DISPENSARY,
Late Dakin, Cruikshank & Co., Ltd.

168d]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohne's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and STYLASSES,
Nos. 24 & 26, Queen's Road Central. [49

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.
Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1903 [595d]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

FURNITURE WAREHOUSE.

LI KWONG LOONG
李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 20th December, 1902 [1400d]

CHEONG SHING.

No. 39, Queen's Road Central,
(Opposite to Messrs. GAUPP & Co.)

DEALERS IN
Jewellery and Silks, Pearls and Jadestone
Ware, Ivory Ware and Curios, Chinese
Goods of all kinds.

And also General Exporters.
An inspection is respectfully solicited.
Good quality and good workmanship
guaranteed.

Prices lower than other shops in the same
line of business. [105d]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd December, 1902 [141e]

SANG MOW.

DEALER IN
Bamboo Furniture, Bamboo
Blinds and Matting of
All Colours.
No. 45, Queen's Road, Central.
Price Lists On Application.
Orders Executed Promptly.
Hongkong, 12th May, 1902 [145d]

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.50 per Cask ex
Factory.

In Bags of 250 lbs. Net \$3.40 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st April, 1903. 9

WREXHAM LAGER BEER.

To sample a pint
is to try a dozen.

To drink a dozen
is to order a case.

Drink no other.

If you do, it
means a case!

SOLE AGENTS:

RITCHIE & Co.,

39, Des Vaux Road.

Hongkong 7th April 1903 [467d]

LEE LOONG.

DEALER IN
Furniture, Blackwood, Plated Glass,
Crockery Ware, Brass and Iron
Bedsteads and Rattan Sofas
for whole set.

A Bombay native exchange broker, in his capacity of President of the Indian Currency Exchange and Bullion Brokers' Association, is reported to have said that the currency legislation of 1893 is one of the greatest and the most beneficial acts of State of the last half century; and the benefits conferred by it outweigh by far any harm that may have been caused by it. The Currency Act has established the equity, the equilibrium, and the fixity between creditors and debtors, between producers and consumers, between employers of all kinds and employees of all kinds, including Government railways and private, and between capital and labour. For what is money, but a measure of value for commodities and for labour? Any Government worthy of its name of a civilized and commercial country, ought to keep its measures of value fixed and constant in relation to the measures of the great and the commercial nations of the world; and the transfer and the transfer of capital from one country to another ought to cost no more than the freight and insurance. The measure of the world is the pound sterling, equal to 20 shillings or 240 pence. All the great commercial nations of the world have kept their measures fixed and constant in relation to the pound sterling. But who are the out-and-out opponents of Currency Legislation? They are the tea and coffee planters and to a certain extent the indigo planters, the agents of the spinning mills who charge commission on production, and a hotch-potch of these "the Indian Currency League." And lastly, His Majesty's opposition to the Government of India, the Indian Congress. Take the tea planters. They brought their sterling capital for investment in land in India. Their returns are in sterling and they export all their tea to sterling or gold currency countries. Up to 1871-72 they brought out their capital at the conventional rate of 24d.—or they bought their rupees at 24d. each. Then that year the Government of India had followed the lead of the Latin Union and closed the mints to silver, no one could have complained. The rupee would have remained 24d. and India would have been saved the tribulations of a quarter of a century. For in the modern history of trade up to 1872 the rupee was 24d. and no one had conceived it could be anything else. But the Government did not follow the lead, and the rupee continuously declined in relation to gold, until the average rate of the year 1891-92 was 16½d. The average of the years 1871-72 to 1891-92 was 19½d.

In the year 1893 the Government of India legislated and linked the rupee to 16d. gold. If the Government had shown equal courage in the execution of the measures, as they had in carrying it, the rupee would have been saved four years of further tribulations. But surprised and almost frightened at the magnitude of the measure, they behaved like the celebrated Punch's boy who cried "no Popery" and ran away. Anyhow all the capital brought to India by the planters before the Currency Act of 1893 was at an exchange of over 16d. When any one intends to transfer to another country for investment in land, he makes a close circumstantial and retrospective calculation for a fair return for his risk. He knows the value of the land and he is about to purchase and the cost of the labour for clearing it. He bases it on the exchange rate of the day. He calculates on the basis of exchange the annual cost of the sowing, reaping and preparing the produce for the market. Perhaps he puts the rate a little higher for margin. All his calculations, therefore, must have been based on a higher rate of exchange than 16d; for the average rate between 1871-72 and 1891-92 was over 19d. If he has anything to complain of it is for not fixing a higher rate by Legislation. If he has anything to deplore it is the weakness of the Government for allowing its measure of value to depreciate, which made it impossible for him to re-transfer his capital without loss of bulk. Why does he then wish the rupee to go down to its silver value? It is to redress the failure of his calculations; to redress the disinclination of the other countries of the world to buy his wares; and to redress the low prices of over-production—all at the expense of the poor coolie.

The other opponents to the Currency Legislation are the Cotton Mill Agents who charge a commission of three pence on production of a pound of yarn. They have not even some of the redeeming features of the planters. For if the planters ask to despoil the coolies, it is for the benefit of the whole body of tea-sharholders. But the Mill Agents ask to despoil them for themselves alone. The commission of 3 pence on every pound of the gross production is equivalent to close upon 10 per cent. of its capital and making allowance for depreciation and reserve funds, a Cotton Mill in Bombay has to earn nearly a 22 or 23 per cent. on its capital to enable it to give a return to the shareholders of 6 or 7 per cent.

Has the rupee appreciated? In 1872 it measured 24d., 2½ francs, 2 marks and 50 cents of the United States dollar. In 1903 it measured 16½d., 1½ francs, and 33 cents. This is not appreciation. Is the rupee fictitious? If it is fictitious with silver in it, of the price of 43d. per oz., then the franc and the American dollar with silver in them of 61d. per oz., are more fictitious still. Yet we have never heard the Frenchman and the Americans say so. If rupee is fictitious, then the Government Paper has no value at all. But you demur to that and say the Government Paper has the Government of India at the back of it, who have lien on all India and all its assets. The rupee has all that behind it and more. It has besides silver of the value of 43d. per oz. Gold in the Currency Department and Gold reserve in London. You say if the rupee is burnt or melted the value is only 23d. But why should you do it, the value is ashes. You do not object to put tariffs on foreign goods to equalize the cost of your home-made goods. Why should you then object to the protection of rupees against depreciations of their coin value?

COTTON MILL INDUSTRY.

The condition of the Mill industry of Bombay is again causing anxiety. At the annual meeting of the Chamber of Commerce held in Bombay last month, the Honourable Mr. Munshi, a member of the Chamber, gave a very deplorable account of some of the Bombay mills. He is reported to have said that ten mills were previously sold at one-third of their value; that 11 more were on the verge of bankruptcy and ruin; that 2 mills costing over ten lakhs of rupees were recently sold to some English tourists for the Delhi Durbar at two and a-half lakhs; and that debenture holders of certain mills cannot get more than 50 per cent of their face values. The remedy for this deplorable state of affairs are, in his opinion, the adoption of a gold standard of currency in China and the abolition by the Indian Government of export duty on cloth not competing with Manchester.

ASK FOR ASAHI JAPANESE BEER—G. Glindt.

THE ORIENTAL STEAMSHIP COMPANY.

Chicago, March 7th.—Mr. James Hill is making preparations to go after Oriental traffic on a big scale, and to extend his operations to the Hawaiian and Philippine Islands. A move in this direction has been made by the selection of Mr. M. C. Markham, formerly traffic manager of Illinois Central Railroad, to be traffic manager of the Oriental Steamship Company. Mr. Markham is one of the best known traffic men in the country, and his writings and arguments before the Interstate Commerce Commission upon nearly every knotty traffic problem have been widely quoted. He left for San Francisco to-day, and will sail next Wednesday on the *Stavros*. During his absence he will visit the Hawaiian and Philippine Islands, and tour Japan, China and India and other Asiatic countries, with a view to ascertaining the conditions and making preparations to secure Oriental traffic for Hill lines. Before he returns the new traffic manager will probably enter into many important traffic contracts, for every effort is to be made to secure full loads for Hill's mammoth ships on their first return trips from the Orient.

THE CHINA STATION.

British interests in China are watched by one of the finest intelligences in the British Navy, marks *The Navy and Army Illustrated*. Vice-Admiral Sir Cyprian Bridge is a seaman of rare endowments, whose opinion commands the fullest confidence at the Admiralty. It is no secret that it was upon his advice that Wei-hai-wei was abandoned as a fixed advanced base. No living officer of the British Navy is so completely imbued with the teachings of history as Sir Cyprian Bridge, and one of its plainest lessons is that if we disclose our purposes our enemy will most certainly do his best to counteract them. Hence the ill-judgment displayed in advertising Wei-hai-wei. What ever Sir Cyprian Bridge has written—and he writes the pen of a great historian, though few recognise his hand—shows the clearest strategic insight, and a power of applying the lessons of the past to the present day which is rare. It is known that since he went to China he has devoted himself assiduously to the removal of what he described as the "canker of a long peace." A different type of man entirely is the second in command in China Rear-Admiral H. T. Grenfell, C.M.C., a man of action, to be depended upon for loyal support and the striking of heavy blows. In the Cretan troubles his commanding presence and so decisive his action that he received the sobriquet of the "King of Candia." He is proficient both with gloves and foils, and a duel with a French man is said to stand to his credit, ending with an excellent compact of long-life amity. The admiral's career has indeed been rather full of incident, and British interests will suffer nothing in his hands.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory.

On the 17th at 11.50 a.m. The barometer has fallen over Central Japan, risen elsewhere, basis of exchange the annual cost of the sowing, reaping and preparing the produce for the market. Perhaps he puts the rate a little higher for margin. All his calculations, therefore, must have been based on a higher rate of exchange than 16d; for the average rate between 1871-72 and 1891-92 was over 19d. If he has anything to complain of it is for not fixing a higher rate by Legislation. If he has anything to deplore it is the weakness of the Government for allowing its measure of value to depreciate, which made it impossible for him to re-transfer his capital without loss of bulk. Why does he then wish the rupee to go down to its silver value? It is to redress the failure of his calculations; to redress the disinclination of the other countries of the world to buy his wares; and to redress the low prices of over-production—all at the expense of the poor coolie.

Notice of Firm.

THE Partnership formerly existing between Messrs. DORABEE NOWROJEE, I. P. MADAR, and WILLIAM FARMER in connection with the businesses of the NEW VICTORIA and KING EDWARD HOTELS, Hongkong, and the VICTORIA HOTEL, Sharnen, Canton, has been dissolved by mutual consent as from the 31st day of December, 1902.

MR. WILLIAM FARMER as from such date retired and takes over and becomes responsible for the business of the VICTORIA HOTEL, Sharnen, Canton, Messrs. DORABEE NOWROJEE and I. P. MADAR from such date entirely take over and become responsible for the businesses of the NEW VICTORIA and KING EDWARD HOTELS, Hongkong.

Dated this 14th day of April, 1903.

DORABEE NOWROJEE,
I. P. MADAR,
Wm FARMER.

For Sale.

FOR SALE.
A NEW MINIATURE BILLIARD TABLE with CUES and BALLS.
For Particulars, apply
"P.G."
Hongkong, 14th April, 1903. [460c]

Hotel.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [1116d]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 10, Cornhill Road Central,
Hongkong, 9th February, 1903. [36]

ASK FOR ASAHI JAPANESE BEER—G. Glindt.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW
(SATURDAY), the 18th April, 1903,
at 2.30 P.M.,
at their
SALES ROOMS, No. 8, Des Voeux Road,
Corner of Ice House Street,
SUNDRY HOUSEHOLD FURNITURE,
Comprising—
SATIN-COVERED DRAWING-ROOM
SUITE, TEAKWOOD OVERMANTLES
with BEVELLED GLASS, AMERICAN
ROLL-TOP DESKS, BLACKWOOD
WARE, TEAKWOOD EXTENSION
DINING TABLE & CHAIRS, MOROCCO-
COVERED SOFA and CHAIRS, MARBLE-
TOP DRESSING TABLES with BEVELLED
GLASS, FUR RUGS, ELECTRO-
PLATED and GLASS WARE, DOUBLE
IRON BEDSTEAD with WIRE and
HAIR MATTRESSES, MARINBURK'S
MAKE WASHSTANDS and DRESSING
TABLES, COOKING STOVES, &c., &c.,
Also
AN ENGLISH BILLIARD-TABLE,
CUES, &c., &c.
1 PIANO by Robinson & Co.
1 PIANO by Broadwood.
3 SADDLES and BRIDLES Complete.
On view on Friday, the 17th instant.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th April, 1903. [473c]

PUBLIC AUCTION.
THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to Sell by
PUBLIC AUCTION,
on
WEDNESDAY, the 22nd April, 1903,
at 11 A.M.,
at their
SALES ROOMS, No. 8, Des Voeux Road,
Corner of Ice House Street,
THE STOCK-IN-TRADE OF CHEUNG
WO'S FIRM,
43, Queen's Road Central,
Comprising—
TWEEDS, FLANNELS, GENTLEMEN'S
SHIRTS, FELT & STRAW HATS, LINEN,
SOCKS, FLANNELLETTES, HANDKER-
CHIEFS, MONEY PURSES, PER-
FUMERY, BUTTONS, GENTLEMEN'S
BOOTS and SHOES, SCISSORS, NECK-
TIES, COLLARS, WALKING STICKS,
SINGLES, RAIN COATS, BRACES,
SOAPS, &c., &c.;
Also
GLASS SHOWCASES, COUNTER,
MIRRORS and TABLES will be sold on the
Premises, No. 43, Queen's Road Central, at
2.30 P.M.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 15th April, 1903. [474c]

PUBLIC AUCTION.
THE Undersigned has received instructions from C. EWENS, Esq., to Sell by
PUBLIC AUCTION,
on
THURSDAY, the 23rd April, 1903,
at "COOMBE" Magazine Gap,
Commencing at 2.30 P.M.,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE.
(Particulars from Catalogue).
TERMS:—As customary.
On View from WEDNESDAY, 22nd April.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 16th April, 1903. [479c]

PUBLIC AUCTION.
THE Undersigned has received instructions from A. CUNNINGHAM, Esq., to Sell by
PUBLIC AUCTION,
on
MONDAY, the 27th April, 1903,
at No. 14, DES VOEUX ROAD,
(above the Office of
Messrs. Shewan, Tomes & Co.),
commencing at 2.30 P.M.,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE;
Also
One COTTAGE PIANO, by Broadwood &
Sons;
One SINGER SEWING MACHINE
(almost new);
One GENTLEMAN'S BICYCLE;
AND
A Few Pieces of TONKINESE INLAID
WARE.
TERMS:—As customary.
Further Particulars from Catalogue.
On View from SATURDAY, the 25th April.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 16th April, 1903. [480c]

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
on
WEDNESDAY, the 29th April, 1903,
on board, H.M. UNDETACHED GUNBOATS
"ESK" and "FIREBRAND,"
"ESK" "FIREBRAND,"
Extreme length, 115 feet 134 feet.
breadth, 34 33 ft. 6 in.
Displacement, 363 tons. 455 tons.
Hull..... Iron. Composite
Engines..... Hawthorn's. Thomson's.
Each with two Cylindrical Tubular Boilers
and three wooden masts.
As they now lie in the Harbour of Hongkong,
The Admiralty do not guarantee these ships
as fit for further Sea Service.
The Anchors, Mooring Gear, Boats and
Boats' Gear will not be sold.
A list of fittings to be sold with the ships
may be seen at the Offices of the Naval Store
Officers, H.M. Naval Yard, and of the Auction-
eers, also on board.
The Vessels will be open to inspection for
seven days before date of sale.
Inspecting orders can be obtained from the
Auctioneers.
Terms:—Cash before delivery, 25 % of the
purchase money to be paid on fall of the
hammer, balance and the clearance to be
effected within seven days after date of sale.
A Launch will leave Blake Pier at 2 P.M.
and 2.45 P.M. on day of sale to convey intending
purchasers.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 16th April, 1903. [484c]

Intimations.

SANITARY BOARD.
OWNERS of HOUSES situated in the
Central Division of the City of Victoria
and in the Western Division of Kowloon, who
have not had their Premises LIMEWASHED
and CLEANSED in accordance with Law,
are reminded that the period during which the
work should be FINISHED ends on the
30th day of APRIL, 1903, and the Sanitary
Board, being convinced of the necessity of
cleanliness in its efforts to stamp out Plague,
is determined to rigorously prosecute any
owner in default after the above named date.
The Central Division of the City lies between
Garden Road on the East, and Morrison Street
and East Street on the West. The Western Divi-
sion of Kowloon is all that part of the Kowloon
Peninsula to the West of the Robinson Road
and includes Tsui Sha Tsui, Yau Ma Tei, Mong
Kok Tsui, Tai Kok Tsui and Sham Shu Po.
By Order of the Board.
G. A. WOODCOCK,
Secretary.
Sanitary Board Office,
Hongkong, 1st April, 1903. [423c]

THE
ROBINSON
PIANO
Co., Ltd.

JUST UNPACKED
DIRECT FROM THE
MAKERS.

A NEW SHIPMENT OF THE
CELEBRATED

APOLLO PIANO
PLAYERS

IN THE
LATEST STYLE.

Hongkong, 15th April, 1903. [415c]

Relieves the scal-
ding pain at once
and
CURES
all discharges from
the genito-
urinary or-
gans in either
sex in
48 HOURS
Santal-Midy
is a
specific
for
Cystitis
Unlike the san-
dal oil of the
Bazar, it is su-
perior to Co-
poba, Cubebs,
or Injections,
and causes
no inconveniences.
Beware of imitations
Each tiny Capsule
bears the name
8, RUE VIVIER, PARIS

TSU FAN
DENTIST.
PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 28th November, 1902. [1209d]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, beg most
respectfully to APPEAL to the Residents
of Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Collars
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Can-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.
The Superior's "WILLIAM" 16 inch, 18 inch
for any PAIRS of old EXCHANGE to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 17th April, 1903.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.
STREAMERS. DESTINATIONS. SAILING DATES.
INABA MARU..... MARSEILLES, LONDON & ANT- SATURDAY 18th April, at
W. Bainbridge..... WERP, via SINGAPORE, PENANG, Daylight.
HIRASHIMA MARU..... COLOMBO and PORT SAID TUESDAY, 21st April, at
J. Nagao..... BOMBAY, via SINGAPORE and 4 P.M.
KAGA MARU..... VICTORIA, B.C. and SEATTLE, TUESDAY, 21st April, at
Geo. Anderson..... U.S.A. via SHANGHAI, MOJI, KOBE Noon.
KASUDA MARU..... NAGASAKI, KOBE and YOKO- WEDNESDAY, 22nd April, at
H. Fraser..... HAMA Noon.
SADO MARU..... KOBE and YOKOHAMA..... FRIDAY, 24th April, at
S. J. G. Parsons..... SYDNEY and MELBOURNE, via Daylight.
YAWATA MARU..... MANILA, THURSDAY ISLAND, FRIDAY, 24th April, at
A. E. Moses..... TOWNVILLE and BRISBANE 4 P.M.
HITACHI MARU..... MARSEILLES, LONDON & ANT- SATURDAY, 2nd May, at
J. Campbell..... WERP, via SINGAPORE, PENANG, Daylight.
RIOJUN MARU..... COLOMBO and PORT SAID TUESDAY, 5th May, at
N. Ohno..... VICTORIA, B.C. and SEATTLE, 4 P.M.
KAWACHI MARU..... U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA..... FRIDAY, 8th May, at
J. S. Thompson..... KOBE and YOKOHAMA..... at Daylight.
Through Passenger Tickets issued for the Principal Cities in the United States, Canada
and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through
Passengers have the Option of Travelling by the Sanyo Railway.
For further Information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Building, 1st Floor, Chater Road.
A. S. MIHARA,
Manager.

Hongkong, 17th April, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE,
BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 23rd
April, 1903 the Company's Steamship
"TONKIN," Captain Schmitt, with Mails,
Passengers, Specie and Cargo, will leave this
Port for MARSEILLES, via BOMBAY.
This Steamship connects at COLOMBO with
the *S. S. Ville de la Cloche*, which vessel takes
on her Passengers and Mails leaving that Port
on or about the 2nd May, 1903, Direct to Suez,
Port Said and Marseilles.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till NOON
only on WEDNESDAY, the 22nd April, Specie
and Parcels received until 4 P.M. on the same
day.

Parcels are not to be sent on board, they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th April, 1903. [1004c]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.

THE Steamship

"CHINGWO,"

Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th instant, at Noon.

For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN,
Superintendent.

Hongkong, 7th April, 1903. [436c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1903.

Hyades..... 3,753 Geo. Wright... May 5

Shamshu..... 9,600 W. M. Smith... May 21

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,
General Agents.

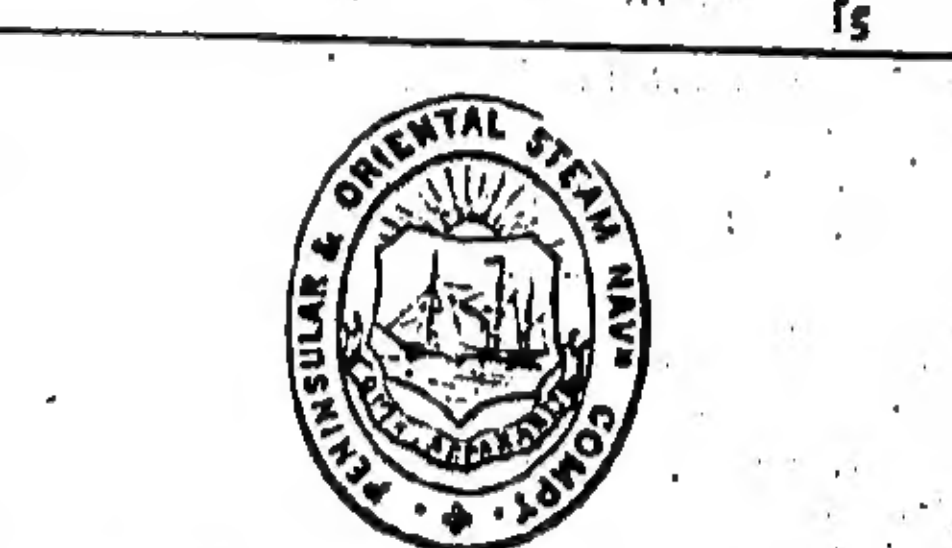
Hongkong, 6th April, 1903. [874d]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept FIRST CLASS FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 4th May, 1903. [3]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"BALLAARAT,"

Captain F. R. Summer, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY on SATURDAY, the 25th April, at Noon, taking Passengers and Cargo for the above Ports.

S. S. and Valuable, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, 11th April, 1903. [4]

To be Let.

TO LET.

No. 3, STEWART TERRACE, THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th April, 1903. [442c]

GODOWNS TO LET.

PRAVA EAST, Spacious, Two-storied and Single-storied Godowns. Suitable for Yarn or Coals. Also Land for Coal Storage.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1903. [397c]

TO LET or FOR SALE.

"EX ELSIOR," No. 16, SAN LOURENÇO, Macao.

From 1st April next.

Apply to—

Dr. G. P. JORDAN,
2, Connaught Buildings.

Hongkong, 2nd March, 1903. [258c]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAVA EAST.

Apply to—

H. N. MODY,
Victoria Buildings.

Hongkong, 2nd February, 1903. [1328d]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LEIGHTON HILL ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

No. 8, Queen's Road West, Hongkong, 20th October, 1902. [1104d

Intimations.
A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.
WINE & SPIRIT MERCHANTS

SCOTCH WHISKY.

WATSON'S
E. CELEBRATED
BLENDED
VERY OLD JACQUEUR
SCOTCH WHISKY.

A blend of the finest WHISKIES
distilled in SCOTLAND, of great age, very
fine and mellow.

Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended,
and are unsurpassed in quality:—

A.—THORNE'S BLEND \$12.00

B.—GLENORCHY, MELLOW
BLEND, a fine 'SODA'
WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND OF THE
FINEST OLD MALT SCOTCH
WHISKIES 16.00

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEER," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHSTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [72d]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

BIRTH.
On the 9th April, the wife of A. D. LAND, U.
Esq., of a son. Home papers (American)
please copy.

DEATH.
On the 11th April, at 9.45 p.m., at No. 2
Ward Road, Shanghai, REGINALD EUSTACE,
the third and dearly beloved son of James and
Amanda C. Fetherstonhaugh, aged three years.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 17, 1903.

THE IMPORT TARIFF.

The revised Import Tariff of which so
much has been heard and written since the
conclusion of the Peace Protocol at Peking
in 1901 is again brought to our notice by its
acceptance on the part of the representatives
of Italy and Russia on the 28th March. It
will be binding upon the subjects of those
countries on and after the 27th April (1st
day of the 4th month). The following
additions to the tariff will come into force
on the same day:—

Name of Article.	Tariff Unit and Duty.	Per 100	1/2c. 1/2c.
Cotton Piece Goods	Yard	0.015	
Dyed Muleskins	Value	5 percent.	
Fish, Salmon Bellies	"	"	
Ginseng, Wild	"	"	
Horns, Deer	Piece	1.500	
" " Old	"	8.500	
" " Young	"	"	
Lemons, Fresh	Thousand	0.400	
Marble	Value	5 percent.	
Skirts	"	"	
Badger	Hundred	2.000	
Bear	Value	5 percent.	
Beaver	"	"	
Deer	"	"	
Dog	"	"	
Footmatt	"	"	
Fox, Arctic (White)	"	"	
" Legs	100 pairs	0.350	
" Red	Piece	0.137	
Goat	Hundred	2.500	
Hare	Value	5 percent.	
Lamb	Hundred	2.650	
" Unborn	Value	5 percent.	
Land-otter	Hundred	8.000	
Lynx	Piece	0.225	
Marten	Value	5 percent.	
Rabbit	"	"	
Raccoon	Hundred	2.000	
Sable	Value	5 percent.	
Seal	"	"	
Sheep	Hundred	3.000	
Squirrel, with Tails	Value	5 percent.	
" without Tails	"	"	
Tails	Hundred	0.500	
Wolf	"	12.500	

YUAN SHIH-KAI, AND THE
KWANGSI REBELLION.

According to telegraphic information re-
ceived yesterday evening in Hongkong and
Canton from Peking and Tientsin the Im-
perial Throne has issued an Edict appointing
Viceroy Yuan Shih-kai to be commander-in-
chief of the forces in South China, where he
will take charge of military operations against
the Kwangsi rebels. It is also reported that
a later telegram from the North is to the
effect that Yuan Shih-kai was completing
final arrangements, and had given Viceroy
Sheng Tsu Pan charge of affairs in Chihli
Province. If such information is reliable we
may soon expect definite action being taken
in connection with the rising, as it will not
be denied that Yuan Shih-kai is a great
power in China and has thoroughly mastered
the difficulties of drilling and arming native
troops. In conjunction with the late Yung
Lu and Tung Fuh-shang he was appointed to
centralise the command of the military
forces of the Empire, or, at least, the provinces
north of the Yangtze, and as the outcome
of Yuan's representations to the Throne an
Imperial Decree was issued sometime since
to the following effect:—"In the method of
training military men it is necessary to avoid
having different systems in various parts of
the country, and we have already issued
Imperial Decrees several times warning the
Viceroys and Governors of the several pro-
vinces to keep unity in the Chinese military
system by re-organizing the same; but re-
cently upon receiving reports from various
provinces, we have found them to be merely
exaggerated and misleading epistles and that
nothing substantial has in reality been done.
We fear that they will never succeed in
properly re-organizing the military
system with uniform success. We have in-
vestigated the military systems of Peiyang
(Chihli) and Hupeh and found their new
foreign-drilled troops in a splendid condition
of efficiency, and we are now desirous to
apply the same system to other provinces.
Therefore, we hereby command the Viceroys
and Governors of Honan, Shantung and
Shansi to despatch at once military officers
and drill sergeants, selected from each pro-
vince, to Peiyang to be properly trained there.
We also command the Viceroys and Govern-
ors of Kiangsu, Anhui, Kiangsi and Hunan
to despatch at once military officers and
drill sergeants selected from each province
to Hupeh to be properly trained. After
their training is finished these men are to be
ordered back to their own provinces in order
to take control of the new recruits to be
trained under the system which they have
learned, so as to keep uniformity. Once a

year, both in Peiyang and Hupeh, after due
Imperial sanction has been received, we will
despatch high military officials to these
provinces to inspect the troops and report
upon the results of the new training and
give their opinion as to their superiority or
inferiority with unbiased criticism, so as to
satisfy the Government, whose desire it is to
have a properly reorganized military defence,
and to create a strong and substantial army.
As to the minute regulations we hereby
order Yuan Shih-kai and Chang Chih-tung
to discuss the same and after making due
report and getting the Imperial sanction, it
will be promulgated throughout the Empire."
It will thus be seen that whatever motives
he may have Yuan knows well what he is
doing so far as military operations are con-
cerned. When holding the post of General
over some 10,000 men at Hsiao-chang, near
Tientsin, he showed his progressive ten-
dencies by spending much of his private
money in order to have his troops properly
drilled; and his army became very efficient.
But there is another side to the question, in-
asmuch as Yuan seems lacking in necessary
strength of character, and if he should
follow in the steps of others affairs in the
South will call for prompt action on the
part of the Powers. A Vuchow despatch to
the North China Daily News states that
Marshal Su is evincing unwillingness to
leave his post for Peking, as commanded by
a recent Imperial Decree, nor has he turned
over his seals of office—the Provincial
Commander-in-Chiefship of Kwangsi—and
the command of his personal corps of 10,000
to General Huang, his successor appointed
by the Throne. As Marshal Su's army is
the only compact, organized, and properly
armed large body of troops available in
Kwangsi province at the present juncture,
Governor Wang Chih-chun, with his mis-
cellaneously armed and loose rabble of an
army, is at a loss what to do, since he has
neither the men nor the ability to enforce
the Imperial Decree and arrest Marshal Su
if he refuses to surrender his command and
go up to Peking. It is understood in Can-
ton and among certain parties in Hongkong
that Yuan Shih-kai will leave Tientsin at
the end of this month and will come here
in the cruiser *Hai Che*, the flagship of
Admiral Sah, who will accompany him to
Kwangsi, and that one of Admiral Ho's
gunboats will take them from Hongkong to
Canton. It seems a probable story and may
be the result of the determined attitude
adopted by France. We await with interest
further news on the subject.

LOCAL AND GENERAL.

The English budget statement will be issued
on the 23rd April.

Have your picture taken at LeMunyon's Studio
and you are sure to be pleased.—Adv.

The Canadian-Pacific Railway Company have
purchased for £1,500,000 sixteen steamers
constituting the Heaver line. The steamers
will be run in conjunction with the railway to
the St. Lawrence River.

An engineer has proceeded with a staff of men
to Kabin to bring the machinery of the defunct
New Kabin Gold Mines of Siam, Ltd., to
Bangkok, it having been purchased from the
agents of the Company in London by Messrs.
Howarth Erskine, Ltd. A new company has
been formed to work the concession.

Never pass LeMunyon's New Store without
stepping in. He always has something to
please you.—Adv.

While Mr. J. Ross, of the Water Department,
was superintending the fixing of certain pipes
in a well at Tai Tam Tuk, the ladder on
which he was standing suddenly gave way and
precipitated him down the well, a distance of
about thirty-five feet. Although he sustained
some nasty injuries, he is at present doing well.

It is reported from London that the report of
the Engineering Standards Committee was
issued on March 2nd. It is estimated that their
decisions will result in the adoption within
twelve months of a British standard of sections,
saving some millions sterling. The reduction
in the cost of structural steel alone will be
£750,000 annually.

Keep up with the times and have your Develop-
ing and Printing done at LeMunyon's. His
work is of the very best and thoroughly
guaranteed.—Adv.

HAVING made a profit of £1,100,000 on their
first year's trading, the Imperial Tobacco Com-
pany announce an advance of 8d per pound in
the price of pound and half-pound packages of
all brands of tobacco. Within a very little, this
increase will, it is stated, bring the prices back
again to the level at which they stood before
the tobacco war began.

It will be seen on reference to our advertise-
ment columns, that the Polo Club Gymkhana
will be held at the Happy Valley and Race
Course to-morrow. The first saddling bell
will be rung at 2 p.m., and at 2.30 the polo
race will open the proceedings. Then follow
a mile flat race, six furlong flat race, ladies'
nomination rosette race, and a steeplechase.

Bring your pictures to LeMunyon's to be
framed. He has the very latest patterns in
picture moulding, and is sure to please you.
Adv.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

The lighting of the city of Macao by elec-
tricity is within measurable distance of accom-
plishment. Quite recently the local munici-
pality petitioned the Government to sanction
the ratification of a contract which the Com-
missioners have entered into to supply electric
lighting for the city in place of the old oil
lamps. The Governor's approval of the change
has been obtained.

The *Discovery's* sledges reached eighty-two
degrees; seventeen minutes; not eighty as
reported owing to a telegraphic error. The
sledging parties underwent terrible hardships
and had hairbreadth escapes from falling into
bottomless crevasses. The tinned foods proved
rotten, and they killed all their dogs. One party
reached an altitude of nine thousand feet.
Respiration was most difficult.

Dr. Dempwolff, who succeeded Professor Roch
as head of the German Expedition for the
prevention of malaria in German New Guinea,
states that he has discovered the existence of
an aquatic insect which destroys the anopheles
mosquito, said to be the originator of malaria.
He proposes to cultivate these useful
insects by artificial means, and, in this way,
hopes to exterminate the malaria mosquito.

As will be seen in our advertising columns
the gunboats *Esik* and *Firebrand* have been
consigned by the Admiralty, and are to be
offered by Messrs. Hughes and Rought for sale
by public auction on the 29th instant. The
Esik was built at Jarrow in 1877 at a cost
of £21,112, and left Sheerness for the China
Station in 1878. The *Firebrand* was built at
Glasgow in 1876 at a cost of £25,473, and has
been on the China Station for upwards of
twenty years. Both are composite gunboats.

By kind permission of Major Radcliffe and
Officers the Band of the 33rd Burma Infantry
will play at the Hongkong Hotel to-morrow
(Saturday) evening, from 8 to 9.30 p.m.

PROGRAMME.
March "Macmillan" Atterley
Entrance "Le Lute de Manon" Gillet
Song "San Francisco" Gillet
Song "Chant San Francisco" Technowsky
Song "The Gay Parrot" Van Carlin
Song "The Old Folks at Home" Berger
Gavotte "Macmillan" Paul Zink
God Save the King.

We notice that the locally engaged Sanitary
Board inspectors have been supplied with
nearly the same uniform as those engaged
from home. The uniform, with the exception
of the absence of braiding on the back of the
coat, and the two breast pockets which are
without flaps, is a decided improvement, the
turned-down collar being far more comfort-
able than the old stiff high collar. Taking
as a whole the new uniform is a distinct im-
provement and the various officers look very
neat and business-like in them.

The *Sin Wan Pao's* correspondent at Peking
wrote on the 9th that when Ma Yu-kun,
Commander-in-Chief of Chili, was recently
granted an Imperial audience which lasted
quite a while, their Majesties desired to be
truthfully informed whether the taxes were
causing distress and dissatisfaction among
the people of Chili, the Commander-in-Chief
replied that after the Boxer disturbance, the
people were not in a prosperous state, therefore
new taxes should not be imposed till a later
date, in order to avoid dissatisfaction and
rebellion.

I wish to announce to the people of Hongkong
that I am now prepared to take portraits in the
very latest styles and patterns. Prices reason-
able. Yours very truly, C. E. LeMunyon,
No. 31 Des Voeux Road, P. O. Box 368. Tele-
phone 390.—Adv.

A CHARTER PARTY DISPUTE.

JUDGMENT.

The Chief Justice gave judgment at the
Supreme Court this morning in the case in
which Tam Long Chuen and Leung Sheung,
co-partners carrying on business at 267, Des
Voeux Road Central, sued J. E. von der Ohe for
damages, the action arising out of the charter
by the plaintiffs of the steamer *Sleipner*. It
will be remembered that at the recent hearing
Mr. E. H. Sharp, K.C. (instructed by Mr. F. E.
Boswell, counsel for the plaintiffs, and Mr.
T. Morgan Phillips (instructed by Mr. G. C. C.
Masters) for the defendant.
Sir W. M. Goodman said:—In this case, the
plaintiffs claim damages against the defendant
for breach of a charter party alleged to have
been committed by the owners of the Nor-
wegian steamship *Sleipner*. The charter
which began on 24th January, 1902, was
between the plaintiffs and the East Asiatic
Trading Company, as agents for the defend-
ant and the Captain of the *Sleipner*. It was
a time charter for 12 months and one of the
conditions was that the *Sleipner's* speed
should be about nine knots in fair weather, on
a consumption of about 11 tons of best Cardiff
coal per diem. The charter began to run at
Bangkok. The *Sleipner* which was built at
Bergen in 1901 had not been out in these parts
before, and, therefore, the charterers knew
nothing of her except by the description in the
Particulars. The charter was arranged by Mr.
Rogge of Lamke and Rogge and he got his
particulars from the East Asiatic Trading
Company knowing nothing personally of the
vessel. On the 1st July, 1902, the plaintiffs
cancelled the charter party on the ground
that the ship failed to comply with the
conditions as to speed. This step was
taken after the *Sleipner* had made several
trips which, in the plaintiffs' opinion, showed
that the defendant's contention that the *Sleipner*
did not comply with the condition mentioned.
The defendant alleged this cancellation to be
wrongful, and contended that the *Sleipner* was
indeed fit to perform the speed condition.
He further says that, if the *Sleipner* failed
to perform such condition, such failure did not
justify the plaintiffs in cancelling the charter
party. Under the charter the plaintiffs were
to pay 6,700 Mexican dollars a month for the
use and hire of the steamer, and it is admitted
that they duly paid that sum till the date of
cancellation. The case was tried at consid-
erable length, before me, occupying no less than
seven days, and I do not think that any point
which could assist the contention of either side
was omitted by the Counsel who appeared for
the respective parties. The evidence was re-
called by the plaintiffs, and eight by the de-
fendant and evidence was voluminous. The
Sleipner, after being chartered, left Bangkok

on her maiden voyage to Hongkong on the 3rd
February 1902 and she arrived at that port on
26th, after having had to put into Saigon for
additional coals on her way. According to the
evidence of her master, Daniel Rodseth, she
had, on leaving Bangkok with a cargo of rice,
nearly six tons of English coal in her bunkers
and 140 tons of Japanese, which they bought
from a steamer. One would have expected
that 230 tons would have brought her safely to
Hongkong, a distance roughly of 1,500 miles,
(I think, in evidence, it was stated to be 1,497
miles). Naturally, she was likely to encounter
a heavy monsoon at that season of the year,
but if she had made an average of even five
knots she ought to have done the trip in about
124 days. One cannot be surprised that the
charterers were vexed at having to pay an
additional coal bill for \$3,350.25 for an extra
250 tons bought by the Captain at Saigon. The
Captain, however, explained that after two days
of fair weather, they experienced gales of wind
for eight days and he deemed it unfit to put
into Saigon lest they should run short of coal.
It was proved that the *Germania* which was
in her charter, is described as a 91-knot
steamer, a rived in Hongkong from Bangkok
the same day as the *Sleipner* (26th February)
having left Bangkok on 18th, that is to say, at
over a fortnight later than the Norwegian ship
and in ordinary circumstances it is at most an
eight-day voyage for ships of about 9-knot
speed. Others did it in that time in February
1902. However, at the interview Capt. Rodseth
explained that the bad weather was the cause of
it all and that really the *Sleipner* could do her
9 knots.

Accordingly, the second voyage began on
2nd March and lasted till 19th May. It in-
cluded trips to Saigon, thence to Singapore,
back to Saigon from thence to Manila and
Kajang and finally back to Hongkong. On
this voyage the performances of the *Sleipner*
were better, but on the whole much nearer
eight knots than nine. This failure to come
up to the speed condition was accounted for
by the Captain by allegations of bad coal.

But it must not be forgotten that on 1st
March in sending the coal on board, the
charterers wrote to the chief engineer "We
bug to send you 100 tons Cardiff coal, and 70
tons Shakan lump coal which we hope you
will be good enough to weigh on board and
receive it if it is in good condition and also
return to us the enclosed receipt by the bearer
after you have signed it."

It seems strange in face of that letter to have
the 2nd engineer describe in the witness box
that a very coal consisting of only four or five
tons lump and all the rest like sand. The coal
was very expensive coal as it was nearly all
like sand, it should not have been received on
board in face of that letter, at all events with-
out telling the charterers at the time. On the
31st May after the plaintiffs' solicitors had
written the letter of 19th May, 1902, practically
warning the agents that the trip would be
treated as a final test, the third and last voyage
began, counting the voyage up from Bangkok
as the first. It was to Iloilo and back and the
speed was about 6.5 knots. But this the Cap-
tain explained was owing to the want of dry
docking which had not been done since the
vessel left England the previous November.
Indeed, he wrote a letter dated the 26th May
which he delivered to the charterers on the
27th May as follows:—"In consideration of
your chartering the s.s. *Sleipner*, on conditions
that make it impossible to dry dock the
steamer when I find it necessary, you will
please notice that the speed will be accord-
ingly and all other consequences resulting
therefrom be on your own risk and expense."
The charterers cancelled the charter on 1st July
and then the ship was docked and, no doubt at
that time, had a foul bottom, in spite of having
been altogether somewhere about 20 days at
Saigon during the charter in fresh water. The
case for the charterers was that, at all events in
the China Sea the *Sleipner* (which is built, as
Mr. Gordon put it, somewhat like a collier or
barge and lacks the co-efficient of fineness
required out here) is not a ship of about 9 knots
in fair weather. After consideration of all the
evidence, and the excuses as to coal and on the
last voyage of foul bottom, I find as a fact that
there was a substantial breach of the charter
party condition as to speed and that the
plaintiffs were, in all the circumstances,
entitled to cancel the contract. It was how-
ever, urged by Mr. Morgan Phillips that even
if there was a failure of performance as to the
speed condition, yet the plaintiffs had waived
their right to cancel by not having done so at
once, i.e., so soon as the vessel arrived from
Bangkok or at all events at the end of the
second voyage under the charter. No doubt,
it is the law that if the breach of a condition
precedent is waived by one of the parties to a
contract, by not repudiating the contract, after
he knows of such breach, the condition prece-
dent is converted into a simple term of the
contract and its breach only gives rise to an
action for damages. But, in the present
case, it must be borne in mind that the defend-
ant has all along denied that there was any
breach, and so far from admitting it, would
have gone to law with the plaintiffs if they had
repudiated the contract. Indeed, he has now
done so and counterclaims in this action. The
plaintiffs were, surely, justified in continuing
to employ the ship and pay the stipulated
monthly sum for so doing, till they had given
her a sufficient trial to enable them to establish
that a breach had actually occurred and thus
to show that they were entitled to cancel the
charter party. It is contrary to common sense
that the plaintiffs having paid the full
contract price for the use of the *Sleipner* for
over five months, and been put to extra
expense for coal, should be told that they must
go on employing her till the end of the 12
months because they were induced by the
Captain's explanations and excuses as to
the first and second voyages, to give her a very
full trial before cancelling the contract. The
correspondence between the parties must not
be forgotten. I am aware that much has
been said on both sides which merits care-
ful consideration, both as to the facts
and the law, but, after giving the evidence
and the legal arguments full consideration, I
find that there has been a breach of the speed
condition of the charterparty of such a charac-
ter as to defeat the commercial purpose of the
charterparty. I hold that the charterers were
entitled to cancel and that there was no waiver
of their right, having regard to all the circum-
stances including the correspondence between
the parties and their solicitors. The plaintiffs
are, therefore, entitled to judgment with costs
and, unless the parties can agree upon a sum,
the amount had better be referred to some
gentleman conversant with such matters.
The parties, I understand, are not likely to
have any difficulty in agreeing upon such a
referee, but if they cannot agree, they had
better mention the matter to me again, and I
will arrange for the assessment of damages. In
all the circumstances, I do not think they will
be found to amount to anything in the least
like the large amount claimed by the plaintiffs.

The Chief Justice then advised the plaintiffs
that it would be best to claim some quite small
sum as damages. They were the winners and
the defendant was to be merciful and pay. Re-
garding the defendant he advised that he
should agree to some small sum and save fur-
ther expense.

"KINSHAN'S" MAIDEN TRIP TO
CANAL.

The *Kinshan* was moored alongside the
Hongkong-Canton Wharf with twelve furnaces
roaring below and a curling column of smoke
rushing out of her black funnel. It was half-
past five on Wednesday evening, and the ever-
increasing fleet of cosmopolitan river steamers—
British, Chinese, and French—of large, small
and medium tonnage, was beginning to pick its
way among the shipping and head for the
Canton Pass. That evening was a special
occasion for river steamers as the Steamboat
Company and the China Navigation Co., Ltd.,
were sending their fine new vessel on her
maiden trip to Canton where she will compete
with other ships in the bid for passengers
and cargo. Some one of an ingenious, if
not artistic turn of mind, has appropriately
chalked a roster on her funnel, reading: "The
Kinshan was the 'cock of the
walk,' or at least would be entitled to the
name when she had settled down to the Canton
run. Capt. J. J. Lessius was on the bridge
keeping that all was in readiness, and when the
last of the passengers—there were 21 saloon
and 295 deck—had boarded, the gangways
were removed, cables slipped and, with a
toot of the whistle to warn a barked junk
that was idly drifting past, the fifth big ship
of the Steamboat Co. now on the Hongkong-
Canton line, got away from the wharf just
as the hands of the clock indicated 5.40.
Once clear of the shipping the telegraph
rang, and Chief Engineer Hooke turned a
lever; the *Kinshan* throbbed, shot ahead,
and glided through the water at 13 1/2 knots
overtaking and passing older ships of the river
fleet. She kept straight on her course, slowed
down, and curved around the 'swirl water
gate' between the large island of Lantau and
the small one of Maowan. The wash disturbed
the oblong dip-nets close in shore, and fish-
ing boats rocked in its wake. Passing Pirates
Bay, the small islets known as the Brothers,
and Castle Peak, got away from the *Kinshan*, so
that the appointment is fully justified both on
account of popularity and merit. Passing by
the fishing stakes, the great steamer pushes her
turbulent way through the water. All around
is tranquil and quiet, save for the rushing
foam as it hisses away from the bows, and
when at length the 'tidepole' is reached
and the anchors have been dropped (at 10.30)
peace reigns supreme and the *Kinshan* swings
to the tide. At 4.30 the next morning she is
once again under way, and going slow up the
Front Reach past Whampoa, and its docks,
the mother of the great establishment at
Hongkong, is started on the shipping and
bustle of Canton life. The ship made at 6.15
a.m., the skipper leaves the bridge, and at eight
o'clock a substantial breakfast had been served
and passengers were settling out to see the sights.
A number of friends lined up at Capt. Lessius's
house on the Shamien and again, toasted the
skipper and the ship. The day was quickly
spent and by five o'clock 25 saloon passengers
and 1,378 deck were aboard ready for the home-
ward journey. But there was a huge cargo of
'mattings' to be taken in, and it was not
until six o'clock that she cleared the wharf to
the roar of a string of crackers and cheers from
friends ashore. She took the Hack Road,
passed eight or nine ocean steamers lightening
nearly two miles from the foreign concession
and travelling at half-speed and slow, from
Canton to Tiger Island was the eyecore of
neighbouring native eyes. She made the bar-
riers in fine style and continued her
through a vast alluvial flat richly cultivated
with rice, and at length steamed by the 'Flower
pagoda, called by the foreigners the 2nd
Bar Pagoda. Once the Tiger Island had been
reached, the telegraph rang, the men below did
the needful and the *Kinshan* throbbed from end
to end as she ran at 13 1/2 knots through the
gradually increasing expanse of water. Mr.
Ramsay, superintending engineer for the Com-
pany, Mr. Wilson, manager of the Kowloon
Dock, and other interested gentlemen con-
gratulated the skipper on his fine ship and the
splendid work she did against a strong
breeze. In fact, all aboard, including many
ladies, amongst whom was Princess Lieven, were
unanimous in their praise, and predicted a
successful career for the ship. The ship was
steamed by the *Kinshan* and at ten o'clock the
fish stakes could just be discerned. The
steamer slowed down a trifle and continued
on her course till most of the passengers had
fallen asleep and remained in slumber deep
until a toot from the whistle announced
that shipping had been reached, and at
12.30 the *Kinshan* ran alongside the wharf
after a most successful trip to Canton and back.
When at length her little peculiarities are
known the Company and Capt. Lessius will
feel doubly proud of the performances of the
"Cock of the Canton walk."

CANTON RECLAMATION
SCHEME.

Our Canton correspondent writes to us that a
great reclamation scheme is being considered
at Canton, and it is probable that 150 feet of
the foreshore will be taken from the river. No
doubt this will be a great improvement, as
wharf accommodation for deep-water tonnage
has been a long-felt want, to say nothing of the
natural result of the river digging for itself a
deeper outlet to the sea for its slight loss
in breadth. A considerable portion of the pro-
perty is foreign owned.

THE PLAGUE.

During the twenty-four hours ended at noon
yesterday 12 further cases of Chinese bubonic
plague, making 249 since January 1st.

Tuzi Earl and Duchess of Lonsdale arrived
here by the German Mail, via Melbourne, and
we understand they are returning to England
via the Canadian route. They were presented
at the Dechi Durbar.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Calcutta*) via Hongkong
British (*Admiral*) via Hongkong
Indian (*Sutlej*) 25th inst.
Australian (*Guthrie*) 25th inst.
Canadian (*Toronto*) 26th inst.
American (*Toronto*) 26th inst.

TELEGRAMS.

(Reuters.)

The Strikes in Holland.

LONDON, 15th April.

The strikes in Holland are collapsing.

The French President's Tour.

President Loubet has left Marseilles.

The Resignation of M. Revoll.

M. Edgar Combes, son of the French Premier, has requested the Public Prosecutor to institute proceedings with a view to elucidating the insinuations of M. Grenoble in the *Petit Dauphin* that he had offered to secure permission for the Carthusian Monks to remain in France for a large sum of money. M. Revoll, who is a nephew of the proprietor of the *Petit Dauphin*, is obscurely connected with this affair.

The Bagdad Railway.

The Directorate of the Bagdad Railway at present consists of nine Germans, seven Frenchmen, two Swiss and one Austrian. The conditions for the participation of British capital are not yet definitely settled. The nominal capital of Frs. 30,000,000 mentioned yesterday was share capital.

The Suez Canal Blocked.

A barque sunk by a Russian cruiser has been blocking the Suez Canal since Monday; the *Orizaba* and *Plassy* are delayed in consequence.

LATER.

The Suez Canal Block.

The Suez Canal is now open to traffic.

President Loubet's Tour.

President Loubet has arrived at Algiers; in the afternoon the foreign warships simultaneously saluted with 21 guns.

Sentence on the Murderer of the Russian Consul at Petrovitz.

The murderer of M. Stcherbinas, the Russian Consul at Petrovitz, who was previously sentenced to fifteen years' imprisonment, has now been sentenced to death in consequence of imperative representations by Russia.

(Der Ostasiatische Lloyd)

Royal Amusements.

Berlin, 9th April.

H.M. the Emperor thanked King Christian of Denmark very heartily for the splendid reception in Copenhagen and the way he was entertained in the family of his host, the form being such that he could consider himself a son of the king. The Emperor's letter was accompanied by a valuable birthday present for King Christian.

Strike in Holland.

The strike in Holland is becoming general. The troops have been called out and made a number of arrests. The railway labourers are keeping quiet; about twenty per cent of them are striking, but notwithstanding this strike is also considered serious. The Government intended first to suppose the reading of the strike to an early end, expecting to bring the strike to an end by the second Chamber of the States General have in the meantime already passed the first article of the bill. The Socialists intend now to use every means of obstruction.

British Shipping Strikes.

The steamer companies at London have resumed their service. The strike of the crews affected also the transport of German merchandise.

Future of Krupps.

The organisation of the Krupp works into a limited company will take place on July first.

(N. C. D. News.)

Stranding of the "Victoria."

CH 100, 6th April.

The British steamer *Victoria*, from Pusan Sound for Tientsin, was stranded on Thursday forty miles from Chefoo, a few points north of where the *Oregon* struck. She has seventeen feet of water in her hold. No lives lost. The chief officer arrived in one of her lifeboats at Chefoo on Friday. The Chinese cruiser *Haiyung* has gone to her assistance.

The steamer *Victoria* Capt. Casey, 1507 tons, left Port Gumble on the 5th ult. for China. The C.M.S. *Neuen* which arrived at Shanghai on 12th inst. from Tientsin reported: At 5 p.m. on the 10th instant, passed a steamer which was flying the signals "H. N. V. L." (*Victoria* London) ashore on a rocky reef, Sanchuan (Little Bamboo Island), 11 miles E.S.E. from Howki. Her crew had canvas tents rigged up ashore. On her deck she had lumber. There was good protection from N. and E. winds. At the time of passing, the sea was smooth and the weather fine.

The Naval Review at Kobe.

Tokio, 11th April.

The grand review at the conclusion of the naval manoeuvres was held on the 10th inst. at Kobe, when 28 ships and 34 torpedo craft were ranged in four lines, the fifth line being formed by seven foreign vessels, two of which were British, and one each American, French, German, Italian, and Russian. The Emperor's ship, steamed slowly round, after which His Majesty gave audience to the Foreign Ministers and Naval Officers. A luncheon was then given on board the *Asama* and *Yasuo* to foreigners and Japanese, 1,300 covers, being laid.

The Emperor, in his message, praised the obvious progress of his fleet, and declared that the condition of the nations at present depends on the development of their navies. He urged his officers and men to renew their exertions to consummate his wishes.

In the evening the Minister of Marine gave a ball at the Chamber of Commerce. Kobe was illuminated by the foreign residents, who have always been so markedly loyal. There was a torchlight procession in which over a thousand took part.

The Colour Line in South Africa.

London, 10th April.

The Transvaal Government has decided to enforce the law of the late Republic which assigned bantars in every town in which alone Asiatics are permitted to trade, but exceptions are made in favour of educated and civilised Asiatics.

The Evacuation of Manchuria.

Tokio, 11th April.

The Japanese journals publish numerous telegrams which indicate that the evacuation of Manchuria by Russia is altogether mythical.

ASK FOR ASAHI JAPANESE BEER.

It is believed that the Russian procedure is plainly suggestive of warlike intentions, or is a tentative display to test the patience of the Powers.

There is growing excitement in public opinion in Japan.

The Understanding between Germany and Turkey.

London, 11th April.

The Sultan of Turkey has conferred the highest decorations on the German Crown Prince and his brother, who are staying at Constantinople as his guests.

POLLARD'S LILLIPUTIAN.

"LA MASCOTTE."

It was in 1897, during their tour of the East, that the Pollards first presented to the theatregoers of Hongkong a wonderfully charming opera *La Mascotte*, and, we believe, were right in saying that since then this opera never graced the stage of the Theatre Royal until last night, when the little folk delighted the densely packed audience with another performance of this Italian opera. The opening scene is laid in Fionbino, a town in Italy, when the audience is taken back to the 15th century and introduced to a farm where the peasants are celebrating the vintage festival. Rocco, the farmer, sits moodily apart owing to spells of ill luck, and at the height of the peasant-rejoicings Pippo, his shepherd, returns bringing only a basket of eggs, and a letter, with the information that his brother has set a also a Turkey keeper Bettina, a *Mascotte*, or hearth angel. Shortly afterwards Bettina arrives, but is met with a cold reception and ordered to return home. By this time Pippo has fallen madly in love with Bettina and just as the Turkey keeper is departing, there arrives Prince Lorenzo, his daughter Fiametta, Prince Fritellino, and the members of the court. The Prince, who also deems himself unlucky, is attracted with the charms of Bettina, and on learning that she is possessed of peculiar virtues Pippo is opposed, but on Rocco exerting his influence, backed up by promises of flattering riches by the Prince, Pippo reluctantly consented. In the second act, the audience is introduced to the palace of Lorenzo at Fionbino, where a grand fête is in progress on account of the approaching marriage of Lorenzo's daughter Fiametta to Fritellino, the Prince of Pisa. Although Bettina is supposed to be the favourite of the King, and is dressed in finery, she pines for Pippo and the free easy country life. During the entertainments a company of strolling actors and dancers are engaged, the principal one of which is Pippo, in disguise, who has taken the pseudonym of Saterelle. Meanwhile the bride elect, Fiametta, has taken a great fancy to Pippo and turns her back upon the Prince of Pisa in order to gain the affection of Pippo, informing him that his former lover Bettina was false to him, and was about to marry her father Prince Lorenzo XVII. At the last moment Pippo and Bettina come together, and after explaining matters escape by leaping through a window into the river below. In the third act, the audience find the soldiers of the Pisan army carousing in honour of their recent victories over the armies of Lorenzo, where Bettina appears as a captain, who, under disguise, has fought side by side with Pippo her lover. At any rate, they reveal their identities and Pippo marries Bettina, whilst Fiametta, after asking the pardon of the Prince of Pisa, marries Fritellino. As the *Mascotte*, Miss Alice Pollard charmed her audience by her wonderful vocal and acting powers, and Miss Ivy Trott, who took the rôle of Pippo, received equal applause. Their rendering of the *Glo Glo* song was much appreciated, whilst Miss Alice Pollard's *Drum Song* was the hit of the evening. Miss Ivy Trott was even more successful by her solo in the *Legend of the Sea* etc. As *Fiametta*, Miss Irene Finlay was very good and received unstinted applause in her rendering of *The Most Attractive Girl*. Master Jack Pollard was irresistible as the Prince Lorenzo, and Miss Daphne Pollard, that juvenile genius, was remarkable both in her get up and acting as *Fritellino*, the prince of Pisa. Master Willie Thomas as Rocco made a typical country farmer. The various minor parts were well sustained. The scenery was decidedly good, the singing excellent, costumes charming, and the dancing admirable. To-night *La Mascotte* will be produced again, and to-morrow night and on Monday a *Gaiety Girl* will occupy the boards. *Prussie Cate*, an American burlesque, will be staged on Tuesday night, when the company bring their season to a close. The Lilliputians will leave for Shanghai on Wednesday, 22nd instant by the *Empress of India*.

"BOA VISTA" HOTEL, MACAO.

We understand that negotiations have been opened by Messrs. Dorabjee & Madar with the Committee of the Santa Casa da Misericordia of Macao for the lease to the former of the Boa Vista Hotel in the Ponta use colony. The period of lease is mentioned as five years. The circumstance under which the Boa Vista property came into the ownership of the Santa Casa must still be fresh in the memory of our readers. To baffle the attempt of the French to gain a foothold in the settlement, Governor Horta e Costa decreed the expropriation of the land and buildings thereunto belonging. Through the Vice-consul for France at Macao preliminary overtures were made with the former owner Capt. Carke; these came to nothing so far as the French were concerned, and the Governor of the corporation bought over the property through the intervention of the Government. At the farewell banquet on the eve of his departure at the close of his administration, Governor Horta undertook to obtain the grant of the site now occupied by the dismantled fortress of Bom Parto for the extension of the Hotel, it having been felt that the building was far too limited for the large demand made upon it. The additional land should form a valuable site for a much-needed annex to this popular resort of visitors to the Holy City.

RELIC OF THE BATTLE OF MANILA BAY.

The following account of the raising of the *Reina Cristina* in Manila Bay, is taken from the *Cable News* of the 13th inst.

The *Reina Cristina*, Admiral Montojo's flagship, has been raised six feet from the muddy bay off Cavite and will be floated on Wednesday next. The ship, condemned as worthless has been successfully raised notwithstanding the boohoos of the naval experts, and from personal observation it is found that she was scuttled and not sunk by the American's fire on May 1st, 1898.

There are eighty skeletons aboard the *Cristina*, among which it looks as though the Captain of the sunken cruiser is among the unrecognisable bodies. The only basis for the surmise is that an officer's sword, badly corroded, was found in the Admiral's cabin adjoining the remains found there, and on the basis of Ad-

miral Dewey's report that the Captain of the *Cristina* was killed in action.

The raising of the big 3,500-ton cruiser was an easy job, especially as the patching of the fourteen small gun shot holes beneath the water line required attention to say nothing of the eighteen-inch injection pipe, the valve of which was removed before those not killed aboard the vessel, left the ship. This caused the immediate sinking of the vessel, after an exploded shell had set fire to the wood-work.

The location of the eighty bodies discovered would suggest that these unfortunate men were in the hospital known to exist forward, and the fragments of an exploded shell found in the neighbourhood of the skeletons leads to the conclusion that the poor men were killed or so badly wounded that they were unable to even to save the wounded much less the live sailors, as from the appearance of the forward part of the ship the fire originated there and was probably caused by the shell that exploded in that section of the vessel.

BODIES TO BE SENT HOME.

As soon as the fragments of once human beings were discovered by Captain Garry in charge of the raising of the *Cristina*, the Naval authorities were at once notified, and they have signified their intention of giving the brave men who went down with the ship a naval burial with all the naval honours they are entitled to. The old Spanish residents of Cavite and Manila, however, have made a request for permission to return the remains of the sailors to Spain, and their request will undoubtedly be complied with as soon as the Naval people have accorded them proper burial in proper caskets.

There was no vast fortune found upon the vessel although it is hard to say what really exists beneath the five or six feet of mud in the hull of the vessel. There were small portions of gold and silver found in the neighbourhood of what was once the ship's chapel, and the melted watch, supposed to be that of Admiral Montojo, was recovered where his cabin once stood.

HULL WELL PRESERVED.

The hull of the vessel is in a remarkable state of preservation, owing to the cluster of tropical shells and fineness that has attached itself to the steel sides of the fighting machine during the five years she has been submerged. She had a number of ports on each side, but the damage done by shot and shell below the water line, would not have been sufficient to sink her; as the holes were small and evidently made by nothing stronger than four-pounders. The two largest holes were through the ship's funnel, one about half way up and the other at its outside base, on a level with the steam whistle.

WILL COME TO MANILA.

Captain C.F. Garry, representing the Philippines Salvage Company, has two punns now in the Custom House both of which will be put in operation Tuesday morning, and with this new and modern apparatus he will have a pumping capacity of 7,000 gallons per minute and with two such machines working the big cruiser will be floated not later than Wednesday and the smaller leaks completely stopped. In all probability the resuscitated steamer will be towed to behind the break-water of Manila where all will have an opportunity to visit the flagship of the defeated Don.

The *Velo* another of the sunken boats is ready for pumping and will soon be floated. The *Cristina* is not worth the attempt to raise her and is being dynamited out of existence. The *Marinduque*, one of the *Comp. Nav. Maritima* boats, is used as a wrecking tug by Captain Garry and his assistant, Captain C. Brown invited the *Cabreria* representative to "prowl on the diving suit and see the bottom of the hull, but as the helmet would not fit the reporter's head he was persuaded not to take the dip although he was more than anxious to do so. If the helmet had fitted, the newspaper man would have walked ashore.

BANKING NEWS OF NEW YORK CITY.

CONTROL NATIONAL SHOE AND LEATHER BANK BOUGHT.

The International Banking Corporation has acquired the controlling interest in the National Shoe and Leather Bank, having purchased a majority of the shares from the syndicate which several months ago secured the control. It is currently reported that the syndicate paid \$175 a share, and that the price paid by the International Banking Corporation is in the neighbourhood of \$200. The fact that William L. Moyer is president of both institutions indicates how the deal may have been made. It is said the Metropolitan Life Insurance Company, which is interested in the International Banking Corporation, is a factor in the transaction, and that the purchase has been under consideration by the latter ever since the insurance company acquired an interest in the International Company. The statement is made public that the International Banking Corporation purposes securing substantial interests in several banks in different parts of the United States, and thus form a strong combination and a community of interest that will give it the great strength as a financial institution it had planned when it was organized. As it is, it is a powerful organization, commanding attention from financiers both in this country and abroad. Its authorized capital is \$10,000,000, nearly all of which has been paid in. It has branches in London, San Francisco, City of Mexico, Manila, Hongkong, Yokohama, Shanghai and Singapore. It is the fiscal agent of the United States in China and the Philippines.

The corporation purchased a site on Wall street a few days ago, for \$750,000, for a new building, mention of which was made in a recent number of the *New York*. It has a very strong and able directorate, as follows: Thomas H. Hubbard chairman of the board; James W. Alexander, Jules S. Kache, Clarence Cary, Juan M. Coballo, Edward F. Cragin, W. Murray Crane, George Crocker, Eugene Delano, Marcellus Hartley Dodge, Sylvester C. Dunham, Haley Fiske, Henry C. Frick, Edwin Gould, Isaac Guggenheim, Edward H. Harriman, John R. Hegeman, Erskine Hewitt, John Hubbard, Henry E. Huntington, James H. Hyde, John B. Jackson, Luther Kounize, John J. McCook, Henry P. McIntosh, William H. McIntyre, Henry S. Manning, William L. Moyer, Allen W. Paige, Henry Clay Pierce, William A. Rea, Howard S. Rodgers, George H. Russell, William Salomon, Robert A. C. Smith, Alfred G. Vanderbilt II.

The National Shoe and Leather Bank was established in 1875. Its capital is \$1,000,000; surplus and profits, \$12,924; deposits, \$7,374,645. It has grown rapidly recently, having added nearly \$1,500,000 to its deposits in the last six months. The directors are: David F. Butler, John M. Crane, Bayard Dominick, Haley Fiske, John R. Hegeman, John A. Hiltner, General Thomas H. Hubbard, Francis H. Leggett, George H. Macy, Cornelius R. Mitchell, William L. Moyer, Henry Ollshausen, Joseph S. Stout, Newton E. Stout, Robert H. Swartz, Oswald G. Villard, Anton G. Hodenpyl, Thomas Russell.

ASK FOR ASAHI JAPANESE BEER.

ASK FOR ASAHI JAPANESE BEER.

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ASK FOR ASAHI JAPANESE BEER.

Commercial.

TO-DAY'S INTELLIGENCE.

Business has been limited entirely to investing transactions, and although orders for several of the leading stocks such as DOCKS, SUGARS, STAR FERRIES and STEAMWAYS exist sellers cannot be brought to meet buyers' ideas of prices. BANKS have declined to \$685 sales. FIRES have sellers for HONGKONG and CHINA at \$310 and \$83, respectively. MACAO STEAMBOATS have buyers at \$38.75. INDOS are lower in sympathy with a decline in Shanghai to 115.76. The local rate is 5166 sellers. CHINA SUGARS have strong buyers at \$109.50 and RAUBS may be placed at a higher rate if offered. RAUBS jumped to \$9 with buyers. DOCKS have buyers at \$117 and shares are difficult to obtain. HONGKONG LOGS continue to rise and close with buyers at \$148. CEMENTS have been sold as high as \$22.50 and have sellers at \$23. FENWICKS have advanced to \$50 and are in demand.

CHINA AND MANILA S.S. CO.

The loss on the working account of the China and Manila Steamship Co., Ltd., as given in the accounts for the past year, is \$724,309.7.

BANGKOK CATTLE TRADE.

The slackness in the shipping trade between Singapore and Bangkok has a detrimental effect on the Bangkok cattle trade. Owners of the stock have to go on paying shed rent after the animals are ready for export, there being an insufficiency of boats fitted for carrying cattle. The Singapore law requires ships to be fitted up with stalls when they carry cattle.

SAIGON RICE.

The quotation prices for Saigon rice April-May delivery are as follows:—
No. 2 White sifted (triple) steam milled (round) No. 2 White unsifted (ordinaire) steam milled (round) \$4.95—7/5d.
5% Cargo steam milled (round) \$4.50
10% cargo " " \$4.20
20% cargo " " \$4.00
=6/10d.

BURMA RICE.

Reports on the rice-crop prospects in the fourteen rice-producing districts of Lower Burma show that, on the whole, the area under paddy cultivation is greater in the estimates for 1902-03 by 22,605 acres than it was in the actuals of 1901-02 when the acreage was 6,558,190. The area of assessed lands left fallow in 1901-1902 is shown as 48,170, whilst the area destroyed by floods or other causes is given as 68,423. As to the estimates of the crop, 100 being taken to represent an average crop, we find, taking the totals, that whereas 1901-02 showed a full crop of 100, in 1902-03 the crop is estimated at 87, a drop of some 13 per cent.

EXCHANGE.

ON LONDON, Telegraphic Transfer ... 117 7/16
Bank Bills, on demand ... 77
Credits, 4 months' sight ... 7 13/16
Dineros, 4 months' sight ... 17 15/16
ON BERLIN, (demand) ... M.166
ON PARIS, Bank Bills, on demand ... 204
Credits, 4 months' sight ... 208
ON NEW YORK, Bank Bills, on demand ... 197
Credits, 30 days' sight ... 1214
ON BOMBAY, Telegraphic Transfer ... 1214
On demand ... 1214
Private 30 days' sight ... 1214
ON SHANGHAI, Telegraphic Transfer ... 23
Private 30 days' sight ... 1214
ON YOKOHAMA, T.T. ... 794
Sovereigns, Bank's Buying Rate ... 5/2 3/4
Gold Leaf 100 touch, per tael ... 63 3/4
Bar Silver ... 122 15/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW ... @ \$ 970/980
LAST YEAR ... @ 1,000/1,020
OLDEST ... @ 1,070/1,120
PATNA NEW ... @ 1,037
BARKANS NEW ... @ 1,024
PERSIAN (PAPER) ... @ Nominal

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

Captain Evans, will be despatched for the above Port, TO-MORROW, the 18th instant, at 5 P.M.

For Freight or Passage apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 17th April, 1903. [492e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"NAMSANG," Captain Gen. Payne, will be despatched as above on TUESDAY, the 21st instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 17th April, 1903. [458e]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship.

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after the 20th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriters.

DAVID SASSOON & Co., LIMITED.

Hongkong, 17th April, 1903. [493e]

To-day's Advertisements.

NOTICE.

THEATRE ROYAL, CITY HALL.
Lesses and Proprietors: Mr. C. A. POLLARD, Mrs. N. CHESTER.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

TO-NIGHT, "LA MASCOTTE."

TO-MORROW (SATURDAY) AFTERNOON at 3.30 P.M. SUE.

GRAND MATINEE, "LA MASCOTTE."

Children and Amateurs Half-price.

TO-MORROW (SATURDAY) NIGHT AND MONDAY, The Ever Popular, "A GAITY GIRL."

TUESDAY, April 21st. Last Performance, "POUSSE CAFE."

The Greatest American Burlesque of Weber and Field.

PLAN at ROBINSON, Late Trans and Ferries. Prices as usual.

A. H. POLLARD, Manager.

Hongkong, 17th April, 1903. [422e]

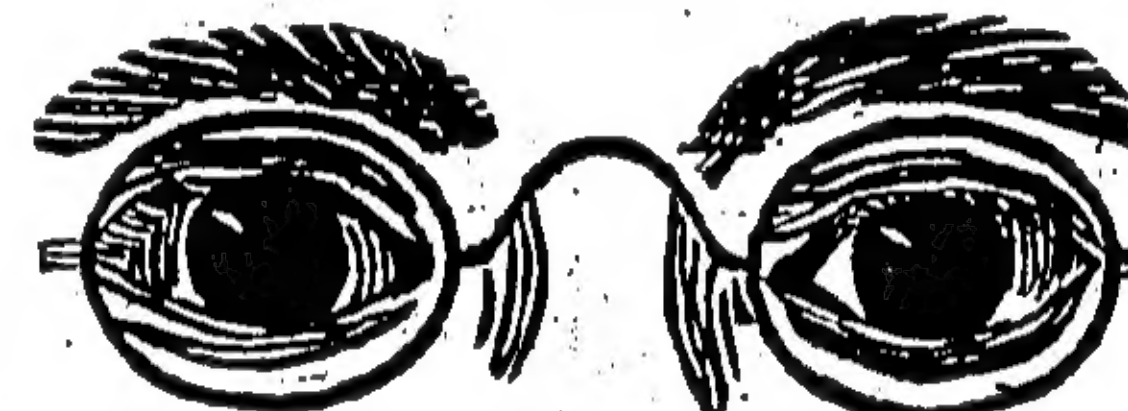
HONGKONG RIFLE ASSOCIATION. SUBSCRIPTION CUP AND SPOONS.

THERE will be a COMPETITION above TO-MORROW, the 18th instant, commencing at 2.30 P.M. Weather permitting. RANGES—200, 300 and 600 yards. Seven Shots and a Sighter at each Range. Entrance for the Cup, \$1.

MOWBRAY S. NORTHGOTE, Hon. Secretary. Hongkong, 17th April, 1903. [35]

VICTORIA LODGE, No. 1026, U.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 22nd instant, at 8.30 (or 9 P.M. precisely). Visiting Brethren are cordially invited to attend. Hongkong, 17th April, 1903. [489e]



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS, OPHTHALMIC OPTICIAN.

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central. Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. [6e]



THE POPULAR SCOTCH

IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING.

and

HER H. THE PRINCE OF WALES.

CAN BE OBTAINED FROM

LANE CRAWFORD & CO.

AND ALSO THE MUTUAL STORES.

AND FIRST-CLASS HOTELS AND CLUBS.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUZ
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 6th May.
GLASGOW and LIVERPOOL	"AJAX"	On 13th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 20th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 27th May.

S.S. "KEEMUN" has arrived and leaves for Japan and Pacific ports to-morrow.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL and MARSEILLES	"PINGSUEY"	On 20th April.
MARSEILLES, LONDON and A'WERP.	"DEUCALION"	On 28th April.
MARSEILLES, LONDON and A'WERP.	"JASON"	On 12th May.
*LIVERPOOL and GENOA	"AGAMEMNON"	On 17th May.
MARSEILLES and ANTWERP	"TANTALUS"	On 21st May.
LONDON	"PATROCLUS"	On 26th May.
LONDON	"CALCHAS"	On 31st May.
LONDON	"HYSON"	On 6th June.

S.S. "PINGSUEY" for Marcellles and Liverpool left Shanghai on the morning of the 17th instant and is expected here on 20th instant, a.m.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"KEEMUN"	On 19th April.
	"AJAX"	On 20th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th April, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and TIENSIN	"KWEIYANG"	17th instant.
SHANGHAI	"SINGAN"	20th "
MANILA	"TAIYUAN"	21st "
PORT DARWIN, THURSDAY IS., COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	21st "
MANILA	"SUNGKIANG"	22nd "
CEBU and ILOILO	"KAIPONG"	23rd "
KOBE	"TSINAN"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th April, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rödger	MANILA (DIRECT)	Saturday, 18th April, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 25th April, at 10 A.M.
PERLA	1980	J. McGinty	MANILA (via AMOY)	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 11th April, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	W. E. Craven	April 24, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "
"INDRASAMHA"	5,197	R. P. Craven	June 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

1266c]

ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 19th April.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 22nd April.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 26th April.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 29th April.

* 1/2 SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoons at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co's Local Branch Office, at No. 2, Des Vaux Road Central.

Hongkong, 11th April, 1903.

T. ARIMA, Manager.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1903. [35c]

STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG," 951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin. Ship lighted throughout by Electricity. Passage Fare \$3.00 Single Journey. Meals \$1.00 each.

The Comp n's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co's Wharf.

CHEUNG ON S.S. CO., LTD.

Hongkong, 17th January, 1903. [70c]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.

1903.	STEAMERS	TO SAIL
"RICHMOND CASTLE"	About 20th April.	
"AFRIDI"	5th May.	
"SAGAMI"	23rd May.	

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 4th April, 1903. [39c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"YAWATA MARU,"

3,600 Tons, Captain A. E. Moses, will be despatched for the above Port on FRIDAY, the 24th instant at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, 15th April, 1903. [477c]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	Saturday, 18th instant at 11 A.M.
ROSETTA MARU	N. Tate	3,876	Wednesday, 22nd instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 14th April, 1903. [171c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO
SHANGHAI, YOKOHAMA AND
KOBE.

THE Company's Steamship

"MELPOMENE,"

Captain Tosone, will leave for the above places on TUESDAY, the 21st instant, at Noon.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents.

Prince's Building.

Hongkong, 15th April, 1903. [475c]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above Ports, on WEDNESDAY, the 6th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th April, 1903. [468c]

Shipping.

STEAMERS.

EXCURSION TO SHEKWAN.

To visit the Great Chinese Temples of Heaven and Bazaar.

The Fast Twin Screw Steamer "CHUKONG" will leave her usual wharf, Praya West, TO-MORROW, SUNDAY and MONDAY, 18th, 19th and 20th, at 9 A.M. Sharp and will leave from Shekwan at 3 P.M. each day arriving here about 5.30 P.M.

RETURN TICKETS \$2.50.

Meals can be had on Board by applying to the Steward, each \$1.00.

This is an opportunity for the Tourists and a trip that should not be missed.

For Tickets apply to A. RITCHIE, 39, Des Vaux Road Central, or Payable on Board, cabins are \$3.00 extra.

Hongkong, 16th April, 1903. [484c]

EXCURSION TO SHEKWAN.

TO-MORROW

(SATURDAY), 18th, and SUNDAY, 19th April

THE New Twin Screw Steamer

"KWONG CHOW,"

will leave her Wharf at 9.30 A.M. TO-MORROW, and return from Shekwan at 2.30 P.M.

On SUNDAY, leaves her Wharf at 8 A.M. and returns from Shekwan at 1 P.M.

FARES: \$1.50 Single, \$2.50 Return.

Lunch can be obtained on Board at \$1 per head.

Hongkong, 16th April, 1903. [481c]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN,"

Captain Marcantelli, will be despatched for the above Ports on or about SUNDAY, the 19th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th April, 1903. [1004c]

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

THE "Shire" Line

S.S. "PENROKESHIRE"

will be despatched on or about FRIDAY, the 15th May.

The American Asiatic S.S. Co.'s

"NORMAN ISLES,"

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th April, 1903. [482c]

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

A General Average Bond lying at the Office of the Undersigned has to be signed and a deposit paid before delivery of cargo can be obtained.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th April, 1903. [459c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"CHINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, 15th April, 1903. [451c]

"WARRACK" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 15th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th April, 1903. [476c]

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAVELLI,"

FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 15th April, 1903. [1266c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"FRANZ FERDINAND"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, 16th April, 1903. [315c]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVERN,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 23rd instant, at 9.30 A.M.

All Claims must reach us before the 27th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD

MELCHERS & CO.,
Agents.

Hongkong, 16th April, 1903. [655c]

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

SALE
OF
MUSLINS.

April 1st to 30th.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

SALE
OF
SILKS.

April 1st to 30th.

BARGAIN SALE OF
MILLINERY! MILLINERY!!

25

PARIS MODELS REDUCED FOR 6 DAYS ONLY
MUST BE CLEARED.

50

FANCY COLOURED STRAWS.
NEWEST SHAPES AT A SPECIAL PRICE OF
\$1.90.

WORTH FROM \$3.00 TO \$5.00.

RICH SILK SKIRTS AT \$12.50.

THE ABOVE ARE FAR BELOW COST AND WILL WELL REPAY A VISIT.

April 14th.

R. G. HECKFORD,
MANAGER.